

Twice a Month!



messing about in BOATS

Volume 7 ~ Number 9

September 15, 1989





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PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (508) 774-0906
PUBLISHER & EDITOR: BOB HICKS

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Our Next Issue...

Will have a main focus on the
25th Annual Antique Boat Show at
Clayton, New York. Offsetting that
will be our report on a day on the
Maine Island Trail with its creator,
Dave Getchell, Sr., supplemented
by Allen Bradford's report on camp-
ing and sailing in his Lightning
sloop on that trail. Then we'll
choose from amongst a collection of
interesting designs and projects
that have accumulated here: Don
Bett's cartop proa, Bill Bailey's ul-
tra light fishing skiff, Fred Shell's
latest 9' yawl, the Feathercraft
folding sea kayaks. We also have
several more modest adventure sto-
ries to include. Obviously some
will have to wait over yet another
time.

On the Cover...

Going all out to win the mul-
ti-oared boat class in the Black-
burn Challenge are Frank Main-
ville, Andy Parks and Steve Reich.
Extensive coverage of this event is
in this issue.

Commentary

**BOB
HICKS**

This issue features my report
on the 3rd Annual Blackburn Chal-
lenge rowing/paddling race around
Cape Ann. I don't do a lot of race
reports because in the main, what
happens in most races is chiefly of
interest to those taking part and
their immediate coterie of friends,
family and fans. My choice to cover
some race or other tends to be made
on a feeling that it carries more
significance than just who won, or
even what won. The Blackburn had
significant aspects along these
lines.

I like the fundamental nature
of this race. It demands a lot of
determination and stamina, but
doesn't include really dangerous
overtones in its challenge. The
course is a "natural" one, over ti-
dal river with its fluctuating cur-
rents, open ocean bay, and along
exposed ocean coastline. It is about
20 miles long. To me this requires
basic skills of stamina and
strength, good judgement of ocean
and stream behaviour, and willing-
ness to compete in human powered
craft in the natural environment.

I'm not personally enamored of
rowing, I'd rather paddle my kay-
ak. But I like the very human as-
pect of a rowing race, this basic
mode of over-water propulsion be-
ing utilized for recreational compe-
tition. The actions involved in
rowing, especially in traditional
oar-on-gunwale boats, provide
graphic human effort. Sliding seat
craft do this also, of course, but
here technology has added "ma-
chinery" to multiply even more the
human energy input. So they go
faster. The Blackburn, over an open
ocean course, attracts few sliding
seat boats, several Aldens, de-
signed for such use chiefly. And
the fastest boat the last two
years, a Sea Shell double. I found
myself drawn to the drama in-
volved, instead, in the big mul-
ti-oared traditional boats.

So this represents a back to
basics preference on my part. Here
the human drama is multiplied by
the necessary team effort involved,
and the size of the boats makes
them more impressive in action. My
report in this issue tends to dwell
mostly on these boats and their
contest.

The fleet of kayaks entered
also represents a basic means of
travel on open waters, the
double-paddle closed deck craft
based on traditional such boats
used on the open sea for centuries
in the arctic. Kayaks move through
the water deceptively easily, the
paddlers do not appear to be put-
ting so much effort into their pro-
gress as the rowers do. Of course
they are, but it is applied in a
technique that doesn't have the
"heave-ho" look of rowing. So they

are less picturesque, if you will,
in action.

I seldom go to sailing races
even though I enjoy sailing. A
sailing race lacks the coherence of
a rowing race. In the latter, pro-
gress around the course is along a
predictable route. Sailors race over
courses which include at least one
windward leg. On this, the various
tacks chosen cause the fleet to just
blow apart all over the place and
it's difficult to ascertain who is in
the lead until they round the next
mark. I also cannot escape the fact
that technology heavily influences
sailing and that incredibly complex
rules and regulations have been
adopted to attempt to keep the con-
tending boats competitive in terms
of uniformity.

Uniformity seems to be a de-
sired goal in racing involving any
sort of device, from motor racing
to skiing. The philosophy is that
uniform "vehicles" result in true
testing of the human skills in-
volved. In rowing we see this with
the Alden folks, they all have the
same boats and thus race against
one another pretty evenly matched
in equipment. For their purposes
this seems to work, and there's lit-
tle enthusiasm for trying their
craft out against another make of
recreational shell. It may be a
faster boat.

As an onlooker at a rowing
race, I'm far more interested to see
how the various people do against
one another in their various sorts
of boats. While at the Blackburn,
the Sea Shell double of Tracy and
Tietbohl set fastest time, I was im-
pressed with how close in time to
these obviously fastest oarsmen was
the solo effort of Chris Schulten in
an Alden, and how Doug Bushnell's
Wave Ultra ocean racing kayak com-
pared after 3 hours and 20 miles
against Jonathan Fisher's Small
Craft ocean racing single shell. It
was illuminating to see the 21' Pi-
lot gig of Frank Mainville and crew
able to just edge out the much
larger, more powerful ten oared 38'
French gig.

The old saw about variety be-
ing the spice of life seems to rule
my interests, so when I do go to a
race, it's unlikely to be one in-
volving hi-tech, look-alike craft.
I'm more interested in the differ-
ences between the boats and their
subsequent performances than I am
in their similarities. In fact, I
consider one of the mosat impres-
sive efforts at the Blackburn to be
that of Scott Morrissey in a real
honest-to-goodness Banks dory. To
row this incredibly clunky (especi-
ally empty and way up there high
in the water) craft 20 miles in four
hours, in part into a quartering 15
knot wind, was some achievement

Student boat-builders take a new tack with tape



The News Journal/LEO MATKINS

Sam Vincent (left), Scott Wickham and Ricky Goddard in the boat they helped build. Dr. George Shellem (right) is Sterck principal.

By CY LIBERMAN

Special to The News Journal

Six students at the Margaret S. Sterck School for the Hearing Impaired successfully used the "tack and tape" method to build a dory to be rowed on the Christina River in a summer water safety program.

The boat, 19½ feet long, was christened S.S. Hawk at its launching June 7. In this case the S.S. stands not for steamship but for Sterck School, the special school near Newark for hearing-impaired youngsters. The six boat builders — Tonya Brown, Ortis Alderman, Ricky Goddard, Sam Vincent, Lizzy Colon and Scott Wickham — are 14-year-olds in the shop class of John Fosdick, industrial arts teacher. The dory has seats for two rowers and a passenger.

The work is not difficult. "In the boat building, you can't get much simpler," Fosdick said.

The "tack and tape" construction method is a simplified system developed by Philip Bolger, a well-known naval architect who lives on a sailboat at Gloucester, Mass. He provided plans for the dory.

In his system, much of the skilled joinery work normally required in assembling the parts of a wooden boat is avoided by covering a rough joint with fiberglass tape.

Like other dories, this one has a flat bottom, flaring sides and a high bow. Dories are shaped so that they can be stacked, one on top of another. They were carried that way on the decks of fishing vessels such as the Gloucester and Nova Scotia schooners that used to deploy men in dories to fish for cod.

All the materials for the boat and the plans for its construction were supplied

by Camp Dimension, a Wilmington and Philadelphia non-profit agency that operates summer water safety programs, mainly for handicapped and inner city children. The Wilmington program is run in cooperation with the city's Department of Parks and Recreation, which built the camp's boathouse at East Seventh Street Park on the Christina River.

Fosdick's class began building the boat after the Easter vacation. "It is a valuable experience for any kid," he said. "And I'm enjoying the heck out of it myself."

Someone who knows how to use power tools safely but has no boat-building experience could build such a dory in about 100 hours, he said.

Thomas E. Colgan of Arden, the volunteer executive director of Camp Dimension's Wilmington branch, said the boat cost about \$500 in materials. He added that a smaller rowing boat could be built for much less.

Camp Dimension employs a small staff for the summer programs, using contributions from the U.S. Rowing Association, the United Way, the Christmas Shop, the Bank of Delaware and Fischer and Porter Co. The water safety program will start today and will run for six weeks.

The city and Camp Dimension will also cooperate in a boat-building program on Spencer Plaza on French Street, where the two agencies hope to have six boats assembled as a public demonstration of what city children can do. Colgan said youngsters will put together two more dories, and four flat-bottomed skiffs. The skiffs will be built in two sizes, one accommodating a single rower and the other for two people.

Components for the rowing boats will be cut out at the Kalmar Nyckel boat yard on East Seventh Street under the guidance of Rich Eddy, a volunteer there, and will be assembled at Spencer Plaza. The Kalmar Nyckel Foundation is cooperating in the project by also lending use of its tools and truck, and is providing lectures on seamanship for the participants.

Camp Dimension already has two other boats. These are six-oared bateaux, one built at Howard Career Center and the other at William Penn High School. They were used in the camp's program last summer and will be used again in the expanded program this year. About 200 children participated in the water safety program last summer.

Colgan is pleased with the quality of work done on the boats at the schools. "This is a perfect example of what kids can do under supervision," he said.

The S.S. Hawk was launched and christened at the Wilmington Rowing Club, at the foot of Madison Street. Colgan is the founder of the rowing club, and James Harker, chairman of the Wilmington branch of Camp Dimension, is vice president of the club.

Fred Cody of Wilmington, a senior at Temple University, will be the rowing program director. Gabe Hufford will be equipment coordinator.

The Philadelphia branch of Camp Dimension operates a similar program on the Schuylkill River. Colgan's brother, Charles P. Colgan, is its volunteer executive director.

This newspaper article was submitted by Charles Colgan of Camp Dimension.



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Your Commentary

EVEN WORSE THAN HE THOUGHT

John Krenn might want to know that things are even worse than he thought ("Letters to the G.D. Times", July 15th issue) in nautical nomenclature. Not only the journalists, but even the working watermen, have untidied our boating language. Thus there really exists something called a "dory-boat". Not surprising, it bears no resemblance to the northeast's dory clan.

According to the late Fred Tilp, local writer/historian, the Potomac River doryboat developed after the Civil War as a more burdensome replacement for the flat bottomed sharpie. Of deadrise model (that's vee-bottomed around here) it was plumb stemmed, pirogue rigged and 25'-30' long. I have seen one (powered as I recall) at the St. Clements and Potomac River Museum at Colton Point, Maryland.

The journalistic gaffe that has bothered me more than nomenclature mistakes has been the misuse of "flounder" for "founder". I heard of one scribe who got a well deserved come uppance for that mistake. He was out fishing in a rented rowboat when he detected a coolness around his ankles. Looking down and discovering the reason for this, he became quite agitated and hollered at a passing powerboat, "We're floundering!"

"Catching any?" was the shouted response as the boat sped on by. Later after he had swum ashore, he spent a while with his thesaurus and dictionary and became a wiser, if wetter, man.

Neil Wilson, Annapolis, MD.

DON QUIXOTE PROJECTS

I can't believe it took so long for me to discover your publication. A friend recently gave me an old copy and I am hoping you're still in business.

My main interest is focussed on cedar strip canoes. I'm planning to start building them in my spare time for fun and profit. I may not be fully in touch with reality, but at age 47 I have a history of dreaming up and completing Don Quixote sorts of projects with a modicum of success. So far, so good.

Frank Hamory, S. Berwick, ME.

ABOUT POLYESTER DEGRADATION

Responding to Sam Clogston's comments in the July 1st issue on polyester degradation, I want to rebut that polyester is not a fragile material outdoors. Polyester is what Dacron (tm), Terylene (tm) and other sailcloths are made of. We all know they do not mildew, rot and disintegrate. They won't last forever and the eventual degradation is from photooxidation hyped by UV radiation, not hydrolysis.

I learned from experience that red fabrics and plastics degrade faster than any other color. The ensigns that fly daily from the mast on our pier disintegrate in the red stripes while all else is still sound. A second hand red Dyer Dhow sail used as the mizzen on my Bolger "Otter II" sharpie disintegrated in two seasons, while the white used sail recut to a gaff main is still going strong after eight years.

I finally recalled enough physics to explain it. Red material is red because it reflects only the red light wavelengths while absorbing all other colors, including the UV over past the violet end of the rainbow. White is white because it reflects all visible light and, in some instances, the UV. Blue is reflecting only blue, but likely also the UV. Sailcovers and other boat canvas are most durable when made of blue acrylic material because acrylic fiber is the most durable and blue dyes and pigments absorb the least UV. Orlon (tm), duPont's original acrylic material, was developed on the promise of outstandingly durable tarpaulins, truck covers, tents, etc, but its market never amounted to much until the fibers department learned to spin it in a form that made wonderfully fuzzy sweaters for the girls.

Don't believe wild statements that polyethylene lasts for hundreds of years. My galvanized steel garbage can is 25 years old. I would have had to buy several plastic cans in that period as they cracked and fell apart in the sunlight.

My credentials on this subject are based on 40 years of chemical engineering in the field of polymers and their intermediates, I retired from duPont in 1982.

David Carnell, Wilmington, NC.

MORE ABOUT POLYESTER DEGRADATION

An answer to Sam Clogston's remarks in the July 1st issue on polyester degradation prompts this response. He asks about a cure for the sunlight degradation of dacron. The cure used on fabric covered aircraft is the addition of aluminum powder filler to the sealer. I have found that aluminum paste mixes very well in Zip Guard urethane varnish. Aluminum paste is sold by aircraft and marine suppliers.

On my "Geodesic Aerolite Boats" I tell people to leave the fabric clear but store the boats under cover.

Platt Monfort, Wiscasset, ME.

LOOKING FOR ACCESS

I read about your magazine in a "Boston Globe" article and located a copy in my local public library. It seems to cover a mix of boating interests just about right for me so here is my subscription order.

I have just recently caught the boating bug from a salty friend and am about to begin building a rowing skiff. I also want to do some canoeing and have done a little on the nearby Sudbury River. Now I'd like to find some other places for paddling and rowing within a 30 minute drive of Framingham, and possible rental firms like the South Bridge Boat House in Concord.

I would also like to find out about saltwater areas along the Massachusetts coast that would be reasonable to attempt in a 14' dory skiff equipped with a small outboard. Perhaps some ocean adventures. Is there any sort of guide or book of lore on saltwater small boating in the area? How about a greater Boston area bookstore specializing in boating books?

Peter Grahame, 28 Wesley Rd., Framingham, MA 01701.

AUSSIE ROWBOATS

I was snooping around the boats in Townsville recently and spied a very shapely gig sitting on a cradle among the clorox cruisers for sale. She was small, traditional lapstrake, slightly ragged but in fair shape structurally. Naturally I headed for the broker's office to find out "how much?"

Well, not for sale. It came off Alan Bond's latest schooner and was there to have some abuse rectified. "But," says the salesperson, "if you're looking for a rowing boat, we do have another. It's just the same as this one only a bit bigger."

Her "just the same" rowboat turned out to be a 30' diesel powered steel lifeboat with beam enough to carry my canoe sideways. Which gives you a clue as to just how common REAL rowboats are around here.

Ian Hamilton, Ayre, Australia.

A TRIP TO MAINE

A four day trip to Maine in early July left me with abundant food for reflection. Impressions of the new Maritime Museum in Bath were overlaid with gratitude that the Bath Iron Works continues to prosper and save the town from becoming another Boothbay tourist trap. At Rockport we were able to observe work underway in the Apprenticeship on the Norse "læstabat", good reason to have traveled there.

What most remains is what I observed every morning during our stay at Christmas Cove, the continuing life in a small harbor where the phrase, "messaging about in boats" retains its old meaning. Working lobstermen, pleasure craft, a busy sailing school, and kids playing at "Swallows & Amazons" on the reef, all nicely commingled and none in each other's way. Charming!

Little of that kind of thing seems to survive here on my part of the west coast, where accessible shores not developed are under government "Nannie" regulation, all are now parks or wildlife refuges and such. There are no free margins anymore!

R.W. Odlin., Sedro-Wooley, WA.

MAINE COAST KAYAK EXPEDITION

I'm now (August 10th) on "The Hub", a small island near Mount Desert Island, having paddled about 450 miles since beginning my expedition along the Maine Island Trail. I've circumnavigated Vinalhaven and Deer Islands, and Frank Goodman and Stan Chladek joined me for a circumnavigation of Swan's Island while basing at the Wooden Boat School in Brooklin, following the Castine Symposium. I've got some great photos of Frank and Stan getting on and off Ram Island off the exposed eastern side of Swan's Island for a future article.

My trip has been full of pleasant surprises, meeting a lot of new people and surveying the Maine Island Trail by Nordkapp, the #1 expedition kayak. Next summer I'm going to circumnavigate the island of Hokkaido in Japan.

Don Gorski, the Connecticut Yankee Paddler, Along the Maine Island Trail.

ENJOYS ALL KINDS

I'm looking forward to another year of "Boats". I have always enjoyed all kinds of boats and feel your magazine shows that there are all kinds of boats for all kinds of uses.

I have built a 20' cabin cruiser for fun, an ugly tender (ugly so it would not be stolen), and rebuilt a 24' sloop to fit a growing family into. Now I'm looking to build something to use with the kids in shallow rivers and creeks.

Charles Chasse, Amesbury, MA.

RACISM in "PAPER CANOE"

I have just read and enjoyed my first two issues of "Messing About in Boats". I must, however, protest the racism in the "Voyage of the Paper Canoe". The writer's smug assumption of superiority to the blacks is intolerable, as is his admiration for Governor Aiken, who amassed a fortune in an economy based on slavery. Also, it is incredible that the writer could deplore the "immorality" of the blacks, and yet be blind to the gross immorality of forcibly taking people from their homes and cultures and bringing them, in sub-human conditions, to this country to be slaves.

One might tend to forgive Mr. Bishop for having written what he did as being in the context of the attitudes of his time, but even then, a decent person had to be aware of the terrible wrong of enslaving another human.

Forest Phelps, Lake Placid, FL.

WILL MISS THE WOODEN BOAT SHOW

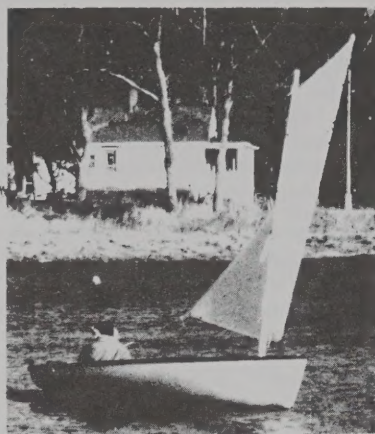
I will deeply miss not going to the Wooden Boat Show as a judge of the concourse boats this year. Running my backyard boatyard has tended to turn me into a backyard boater, so the three days in the company of real bluewater sailors was something I had really come to look forward to. The more successful one's business becomes, the more its limits become one's limits. I've always maintained that you are what you do for a living, friends who became teachers gradually could no longer overcome the tendency to lecture to everyone. I'm not sure that I want to be the manager of a marine junkyard. I guess one first fights one's way into the box and then fights one's way out.

Anyhow, the Wooden Boat Show has been a bit of a way out for me, a chance to see a lot of people who I do not see in my other 362 days of each year. I am amused that the show lives on, in name only, in the company of the fiberglass sailboat show. Maybe it's the combining of two dying industries waiting it out until the next fuel crisis. I've been trying for three years to sell one fiberglass sailboat and have actually thrown a couple of the lookers out of the yard.

Your editorial recently on making a living from boat building was especially appropriate. Few people call a spade a spade and come out and recognize a trade's inherent problems. The Weston Farmer pieces were wonderful. The one mentioning how many of the famous names in yacht design died broke did not go unnoticed.

Boyd Mefferd, Boyd's Boats, Canton, CT.

HAPPENINGS



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FALL ROWING REGATTAS

A number of regattas for sliding seat craft are scheduled this October sanctioned by the U.S. Rowing Association.

October 1. Textile River Regatta, Lowell, MA, (508) 452-694.

October 1. Head of the Erie, Syracuse, NY, (315) 457-7286.

October 1. Green Mountain Head, Putney, VT, (802) 387-5970.

October 7. 11th Sippican Ocean Row, Marion, MA, (508) 748-1464.

October 8. Head of the Connecticut, Middletown, CT, (203) 347-6942.

October 14. Head of the Mohawk, Schenectady, NY, (518) 393-5711.

October 14. Head of the Merrimack, Nashua, NH, (603) 888-2875.

October 15. Numerica's Cup, Manchester, NH, (603) 472-2596.

October 21. "Boston Phoenix" Sprints, Boston, MA, Dan Bakinowski, 75 Federal St. - Boston, MA 02210.

October 22. Head of the Charles, Boston, MA, (617) 259-0632.

October 22. 16th Annual Alden Regatta, Boston, MA, (603) 778-9458.

October 28. Head of the Fish, Saratoga Springs, NY, (518) 587-9821.

November 12. Head of Long Island, Long Beach, NY, (518) 889-5422.

USRA GRANTS

The U.S. Rowing Association has made two grants of \$3,000 each to two New England boating groups. Riverfront Recapture of Hartford, Connecticut received a grant to provide free rowing instruction to inner city youth. Community Rowing of Boston received a grant to set up a youth sculling program to attract youth from diverse inner city neighborhoods.

MID ATLANTIC SMALL CRAFT FESTIVAL VII

Traditional small craft folks will gather again on October 6-8 at the Chesapeake Bay Maritime Museum in St. Michaels on the Maryland eastern shore for a weekend of fellowship and small craft activities. Activities planned include boat judging, workshops on small craft subjects, children's activities and a variety of races for all types of human and wind powered boats. It's a family weekend, camping is available on the grounds. For application, Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (301) 745-296.

MCKC EVENTS

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has the following activities scheduled for October. Non-members are welcome to participate.

October 1. 17th Annual Toms River Race, Toms River, NJ. Ocean County Parks, (201) 370-7380.

October 1. Sea kayaking on Hempstead Bay tidal marshes. Andrew Bursell, (516) 785-1760.

October 7-8. Fire Island wilderness campout and paddle. Ralph Diaz, (212) 724-5069.

October 7-9. Lake Sebago weekend campout and paddle, Harri-man State Park. Dinorah Payne, (516) 654-5397.

October 13-15. Cranberry time in the Jersey Pine Barrens. Judie Stark, (201) 377-9124.

October 13-15. Greater Chesapeake Bay Sea Kayaking Symposium. Wild River Outfitters, (804) 497-4890.

October 14. Juniata River, PA. Chris Nielsen, (201) 584-6022 days.

October 15-16. Farmington Slalom, Farmington, CT. Mad River Canoe, (914) 762-6069.

October 17. Open House, Brooklyn Red Cross Bldg, Brooklyn Hts. NY. Eric Klein, (718) 783-2306 weekday eves.

October 21-22. Class III white-water, Lehigh, Pa, or Farmington, CT. Ron Augustine, (201) 869-7280.

October 21. City sea kayaking, New York launch sites. Ralph Diaz, (212) 724-5069.

Membership in the MCKC is only \$15 per year, contact Jack Gray, MCKC, P.O. Box 021868, Brooklyn, NY 11202-0040.

COAST GUARD HISTORY SYMPOSIUM

The Custom House Maritime Museum in Newburyport, Massachusetts, will host a United States Coast Guard Symposium on October 28th and 29th open free to the interested public. Eleven papers will be presented by Coast Guard scholars from all over the United States, ranging from historical to technical on all aspects of the Coast Guard's 200 years. For up-to-date information, call the Custom House Museum at (508) 462-8681.

RC SCALE MODEL BOAT WRAPUP

The Scale Model group of the Minuteman Model Yacht Club wraps up its 1989 season with two events at Rocky Woods. On October 8th, final contests in all scale classes take place. November 5th is the fall wrapup, no contests, just fun boating. Call Joe Perez at (627) 522-4981.

SOUTHERN NEW ENGLAND MARITIME HISTORY SYMPOSIUM

November 11th is the date for this year's annual Mystic Seaport symposium on southern New England maritime history. Subjects range widely from a Civil War hospital ship to Spanish gunboats built in Mystic in 1869; from a Connecticut shipmaster's wife's experiences in Hawaii in the 1850's to the roles of coopers and other maritime tradesmen in small coastal towns. Registration from the Curatorial Dept. Mystic Seaport Museum, Mystic, CT 06355-0990.

MAINE LAND & WATER TOUR/CRUISE

A group of Maine Museums have joined together to organize a six day bus tour of the state's coastal museums, historic places, private islands, Wyeth country, and fall foliage. On the water segments on local cruise boats are included. Full details from Forrester Smith, Camden Travel, (207) 372-8888.

CAPE COD VIKING ROWING

The Cape Cod Viking Ocean Dory Rowing Club closes its first season of outings in the Cape Cod area on October 14th at Ellenville, in S. Plymouth. Call Mike Orbe at (508) 420-5487 or Jon Aborn at (508) 759-9786.

SALMON RIVER SPAWNER

The final canoe race of 1989 sponsored by the Connecticut Canoe Racing Association is the Salmon River Spawner on October 15th, 7.5 miles of tidal flatwater near E. Haddam, CT. Call Earle Roberts at (203) 346-0068.

FALL FOLIAGE SAILING CANOE CRUISE

The ACA and AMC combine over the long October 6-9 weekend to host a fall foliage cruise for sailing canoes in Webster, NH. Call Phil Lemieux at (508) 263-4834.

OPENING UP NEW YORK CANOE ROUTES

A bill has been filed in the New York state legislature to clarify the rights of navigation on New York streams. Assembly Bill #8334 (also Senate Bill #5985) would grant the public right of passage for travel by canoe and kayak "including the use of bed and bank of the waterways to the minimum extent necessary to portage around waterfalls, rapids and shallows." It would not grant the right to cross private property to gain access.

This seems like a great opportunity to re-open stretches of the Beaver, St. Regis, Grass, Deer and the Moose that have been closed for close to 100 years. Paddlers all over the northeast have a stake in this.

Bob Thomas, The North Country Paddlers, 2202 W. Milton Rd., Ballston Spa, NY 12020.

Rare Photographic View Of Marblehead In 1887



MARBLEHEAD'S 100TH ANNIVERSARY RACE WEEK

Extra effort at organizing and promoting went into the 1989 Marblehead (MA) Race Week in late July, as it was the 100th anniversary of this long running event. The effort paid off as the continuing decline in participating boats in recent years was arrested, with 418 one design boats registered in 21 fleets that raced over five separate race courses during four days. Winds were light for the most part, but a squall on July 28th cancelled four races on line at the time.

While all the results are pretty much of interest only to those

who took part and their followers, the list of types (and number of each) taking part is of some general interest to small boat sailors. The following took part:

Rhodes 19 (28), Hustler (8), Corinthian (17), Townie (12), E-22 (24), IOD (12), 210 (23), Shields (14), Star (10), J-24 (10), 110 (26), J-22 (12), Sonar (9), Flying Junior (8), Herreshoff 12-1/2 (7), Widgeon (20), Optimist (23), Snipe (21), Day Sailer (12), Laser (24), 420 (32).

A separate fleet of larger boats racing under PHRF rules.

CANOE & KAYAK DEMO DAY

About 500 interested persons attended the Canoe & Kayak Demo Day sponsored by Baer's River Workshop, Ocean State Paddling and the Rhode Island Canoe Association on July 29th at Wyoming Dam on the Wood River in Wyoming, RI. Amongst the boats available for tryout were the French made Nautiraid folding expedition kayak, We-no-nah canoes and kayaks, Dagger canoes, Rave squirt boats, Kiwi mini-kayaks, and Balogh sail rigs fitted to sea kayaks.

About half those attending were inexperience or novice level. One woman in her 70's tried out one little kayak. Her husband thought he'd like to do that too, but wondered if the boat could be set up so he'd sit much higher. He was told it could be, but he'd better not go into the water with it that way! Eight year old Eric Baer and his 12 year old sister Shannon, up from New York, tentatively tried the Kiwis, and soon gained skill and confidence enough to go out on nearby Block Island Sound later in the day with their parents.

Others were hard core paddlers interested in more technical craft and gear, including innovative craft not common in New England. A dozen volunteers kept the tryout parade moving and a couple were always on the water in safety patrol craft. It was a fun day as well as a learning one.

Report from Baer's River Workshop, Hope Valley, RI.

NEW YORK CITY LAUNCH SITES

The Parks & Recreation Department of New York City and its Director of Waterfront Planning, Ann Bittenweiser, have provided six kayak and canoe launch sites strategically placed throughout the five boroughs. These give city paddlers access to 500 miles of spectacular waterfront. Any paddlers living within the metropolitan area can obtain the necessary user permit for only \$2 at any of the borough offices of Parks and Recreation, or through the MCKC at P.O. Box 021868, Brooklyn, NY 11202-0040.

ABOUT THAT TEE-SHIRT

A number of people have inquired about obtaining a tee-shirt like those I happen to have that features the illustration and quote from the "Wind in the Willows" about "messaging about in boats". I do not have these made, they are sold by the Design Works, P.O. Box 3394, Silver Spring, MD 20901 at \$14 each.

There is nothing—absolutely nothing—

half so much worth doing



as simply messaging about in boats.



The Guilt that Comes with Selling a Boat

The mailman delivered the letter that changed my life. "Interested in your boat," the letter said.



LETTER

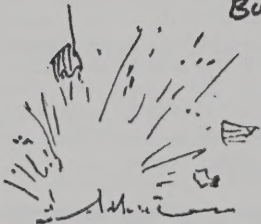
"Be down to look at it on the weekend." Someone was thinking of buying my boat. The boat I was desperately trying to get rid of. It was driving me crazy. I was trying to decide whether to sink it, burn it, or blow it up. Now somebody



SINK IT



BURN IT



BLOW IT UP

wanted to buy it. I didn't feel right passing it on to someone else. "Maybe it's a matter of luck and he'll have better luck than I did," I reasoned.

I met him at the Dory Club that Sunday morning. We stood and looked at the "Damn Foole" as I called it. "Looks great," he said. I recalled having said that myself when I bought it. The man's wife stood off at a distance with a crying baby in her arms and a tall young boy at her side. They stared at me disapprovingly. Like I was about to steal the family farm.

Jim told me he lived 50 miles inland. I told him he'd be better off with a centerboard boat that he could trailer. "I had one of those,"

he said. "now I want a boat in the water that I can sail from a mooring."



HAD ONE OF THOSE

I started to explain everything about the boat and found myself ranting on about everything that was wrong with it. It made no difference. He wrote me a check and I wrote him a bill of sale. The "Damn Foole" was sold.

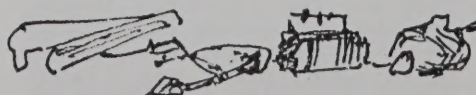
From elation I quickly sank into a feeling that I had done something terribly wrong. I cringed with guilt. I heard the boat laughing diabolically. It had snared two fools now. "Where will you moor it?" I asked timidly.

"I have a friend down in Rhode Island," Jim replied. "He lives on the shore, and told me I could drop a mooring there. I'll help you sail it down," I offered, trying to appease my guilt.

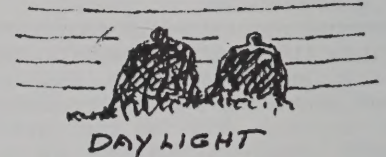
"Great" In a few days Jim phoned and told me his friend in Rhode Island had sold his house and moved away. He said he'd try Newburyport for a mooring. A few days later he called again. He had been to Newburyport and had seen the fast current and the surf breaking at the entrance to the harbor. He decided that wasn't the place for him. He had then inquired around and found he couldn't get a mooring anywhere.

My guilt urged me to say, "Perhaps you could drop a mooring here in Nahant. I'll talk to the harbor master." Then I thought a while, and added, "You'll probably have to join the Club and get a mushroom, chain, shackles and a float." I looked at the boat. It was beginning its extortion.

That weekend he came down and painted the bottom. I gave him the cushions, anchor, lifejackets, compass, gas can, lines, and everything else that belonged to it.



We took the inboard motor out and put it into his truck. "It could get ruined if the boat took on water when it is launched," I told him.



DAYLIGHT

When we sat inside the boat we could see daylight through all the topside seams. We stuffed them with toilet bowl wax and threw sea water inside, hoping it would swell up. My dog barked at the boat as the sea water poured out the bottom.



POURED OUT

The time was now approaching when all the boats had to be off the land and into the water. "Whatever wasn't would be towed to the dump," I was told.

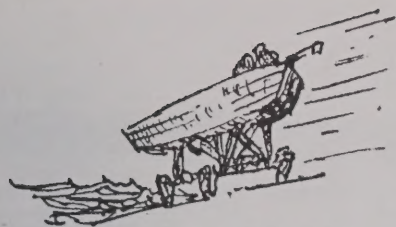
"Here's a chance to properly get rid of it," I thought to myself. "Give Jim back his money and let it be towed to the dump and burnt on the 4th of July." It wasn't to be.

Jim arrived on the last day. It had been blowing a gale for a week. When he arrived it stopped and was as calm as a millpond. We jacked up the trailer and pumped air into the flattened tires. Then we towed it into position. The harbor master watched nervously. He had fended off all the complaints about the boat by the townspeople and was afraid it wouldn't get into the water that day.



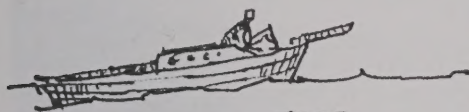
HARBOR MASTER

Jim's boy climbed aboard to handle the lines. We tied a long chain onto the tongue of the trailer



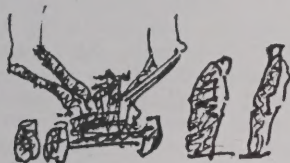
DOWN THE RAMP

and let the whole thing go ripping down the ramp. The boat floated



FLOATED FREE

free of the trailer. We pulled the trailer out. Now what were we to do with THIS monstrous thing? Miraculously, a spectator offered to take it away. Things were working out.



WANTED IT

"Is the boat leaking?" I yelled to the boy in the boat. He looked.

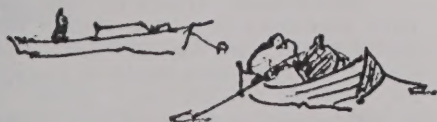
"Nope," he yelled back with a smile.



DOESN'T LEAK

"How can water pour out and not pour in?" I thought. We paddled the boat to the wharf. Jim, myself, and two wharfangers carried the mast to the end of the wharf, lashed it through a davit and dropped it into the boat. We quickly pinned the shrouds and paddled the boat out to the Club mooring.

"You can use this until you drop your own in," I told Jim. I left him on the boat and rowed the boy ashore.



ROW ASHORE

"Give him a little time, then row out later," I told the boy.

"Yeah, he's happy now that he owns a boat," the boy said. Jim was sitting at leisure in the cock-



HAPPY MAN

pit as contented as he could ever be. My guilt was gone.

The next morning I looked out across the water at the boat. The top half was in the water. The mast was broken. "That goddam boat," I grumbled, as the guilt returned. "I'll never be the same after selling that boat!"



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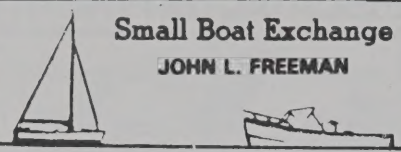
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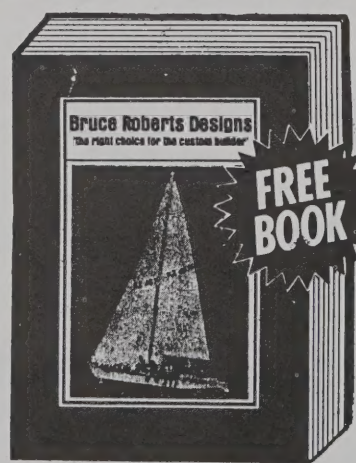


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The Steam Launch "Tryall"

"Tryall" is a fine lined cabin steam launch of a design blended from Howard Chapelle and Fred W. Martin. The hull lines are from Chapelle's utility launch plate #42 of a period 1920-30. These lines were used for the fine lines and narrow beam-to-length ratio, and the vee-bottom and stable hard chine characteristics. The cabin and stern treatment were added from a Fred W. Martin cabin steamer design of the 1880-90 period. The name "Tryall" came from the book, "Adventures Down the Bay" serialized several years ago in "Messing About in Boats".

My objective was to build a pleasing cabin launch that could handle added speed and maintain good stability in the rough waters of Narragansett Bay and the Taunton River.

For material I chose aluminum 5052-5058 and learned how to work with it. This is a very strong and easy material to use, affording light weight for the hull and strength for the heavy machinery of a steam power plant. Chapelle's lines were changed by adding 6" to the beam and 6" to the sheer height and changing the sheer angle at the bow by adding 3", then adding 7" to the foredeck height to provide sleeping quarters headroom. Because of being made of aluminum, these changes added very little weight.

With the added beam she can handle the heavy powerplant and has proven to be very stable. Chapelle's design allowed for a larger propellor required by a slow turning steam engine. However, the large deadwood area of Chapelle's design does not work well for steering in reverse. This was cut back by a third. "Tryall" can almost turn in her own length and can back in either direction very well.

She is powered by a 300psi steam plant with full electric controls and key ignition, burning

3.5gph of #2 oil. The plant is a semi-enclosed system using its water over and over again. The boiler is a Bryan Steam Corp. model rated 15hp at 520,000 btu/hr at 4.5gph. The engine was designed by Bill Lowe of Owls Head, Maine and built by myself. It is a two cylinder compound 3.5x7x5.5, meaning a 3.5" high pressure cylinder bore, 7" low pressure bore and 5.5" stroke.

Steam from the boiler pushes each piston both up and down, first going through the 3.5" high pressure cylinder and exhausting into the 7" low pressure cylinder, then exhausting to a heater that preheats the feed water going back into the boiler. This feed water is pumped by an engine driven pump through the feed water heater. The steam then exhausts from here into a keel condenser, a pipe built into the keel of the boat where the cold sea water can cool the steam back into water again. This water is then pumped to a tank, called a hot well, by another engine-driven pump. From the hot well, the water starts through the cycle again. There must always be water pumped to the boiler matching the rate the steam is being used, so for emergency use there's a manually operated injector that operates from the boiler's own steam to put water back into the boiler supplementing the electrically driven pump.

Steamboats typically do not have transmissions, the engine can go forward or reverse or stop through its valving design. However, because of the high power at slow turning speeds, the propellers are typically oversquare, the diameter to pitch ratio being 2:1 or higher. This is not an efficient design, as years of testing have proven. In order to gain speed with less propellor pitch, the engine has to turn higher rpm. Steam engines don't look good running as blurs and they use much more

steam.

So to turn the propellor faster to reduce pitch I chose to install a transmission (backwards) to step up the propellor rpm faster than the engine speed. To do this, the idler shaft in the transmission has to be very strong to take the high torque of a slow speed steam engine. I found a D.N.E. oval track race car two-speed transmission that would do the job. This also acts as a thrust bearing for the propellor shaft. For docking, one speed ratio is straight through at 1:1 and for cruising the second speed is 1:1.619 ratio.

Now when my engine turns 300rpm, the propellor is turning 485rpm. This doesn't sound like it's much faster but it brings the propellor pitch ratio down to 1.3:1, or 26" diameter with 32" pitch. This falls into the more efficient range. Right now at 10mph the propellor operating at less than 20% slip. We're talking 1mph for each hp for a boat weighing about four tons.

There are lots of refinements to be done yet and the only test bed is on the water. I'm just beginning to have my fun.

Report & Photos from Rollie Evans, W. Bridgewater, MA.



Right above: View from the pilot-house. Right below: Moving right along at one mile per hour for each one horsepower applied.

Deadly Canoes? Research Suggests ABS May Be Bad For Health

Dr. Willi Nunez, Chief Statistical Analyst at the Bolivian National Institute of Health, revealed last week that ongoing experiments conducted at a major university have conclusively proven that ABS (Royalex™) canoes are deadly.

It has not yet been ascertained whether the deaths of over 3000 laboratory mice were caused by the ABS itself, the vinyl protective covering, or an interaction between the two materials. Scientists are planning to peel the Royalex layers apart and test the component layers separately in

their next series of experiments.

The tests conducted to date, spanning a four year period, involving genetically pure white mice, have resulted in a 100% death rate. The tests have utilized blank hulls (rails, seats, thwarts removed) from Old Town, Mad River, Mohawk and Blue Hole.

As expected, Uniroyal, manufacturer of Royalex™, as well as many canoe manufacturers using that material are disputing the tests that resulted in a 100% death rate, claiming the experiment was faulty.

The experiments involved

flash freezing the hulls and grinding the hardened material into a fine powder. This powder was then force fed to the mice. In every instance the mice exploded after being fed less than 60 pounds of the material, which is average for a 16 foot canoe hull.

Opponents have objected, claiming that, based on these experiments, a human would have to eat almost 400 canoes in one sitting to achieve similar effects. An industry spokesman noted that it is rare for a canoeist to eat more than one boat in a single sitting.

3rd Annual Blackburn Challenge



Tobin Tracy and Phil Tietbohl overtake the Scilly Isles gig "Kittery" at Halibut Point, enroute to setting fastest time overall.

Over 100 rowing and paddling enthusiasts gathered on the Cape Ann Marina outdoor deck at 7 a.m. on July 29th to hear the details on the 20 mile rowing race they were about to embark upon, circumnavigating Cape Ann in the 3rd Annual Blackburn Challenge. Race chairman John Spencer set the tone right off when he stated that this was the Blackburn "Challenge", not just a "fun" race. John's comment was influenced not only by the twenty mile distance, much on open ocean, but also by a fresh 15 knot breeze blowing across Ipswich Bay from the northwest, a breeze that was building up a two foot chop all along the five miles or so of the race course that followed the western shore of the Cape. While not dangerous, the conditions would certainly be challenging. But, the air was clear and dry anyway from the cold front that had passed through during the night.

Eleven classes of boats were scheduled, from double sliding seat shell to traditional Grand Banks dory, to kayak. But the main focus seemed to be on the large turnout of bigger multi-oared boats, nine in all. Biggest was the Gloucester seine boat "Nina", crewed by the 1988 home town multi-oared class

winners. Major challenger was viewed to be the French gig "Liberte" from Hull. Smallest, and nearly unnoticed, was Chuck Mainville's 21' Pilot gig crewed by his son Frank and two friends.

The kayak fleet of 18 was the single largest contingent, while the sliding seat double entry of one was matched by the Alden double entry as smallest classes. In between, classes for Banks dories, fixed seat singles, fixed seat doubles, Alden singles, and more, filled out the field of about 70 boats.

The first three miles of the course headed northwest on the tidal Annisquam River, which separates Cape Ann from the mainland. Thence the course followed the coast northward to Halibut Point, about another five miles. Rounding that point, the rowers (and paddlers) would then have the wind and sea astern. From there the course swung further east and then southeast, crossing Sandy Bay past Rockport. Those choosing to do so could end their day in Rockport, about halfway, where shuttle bus arrangements had been made. Now the course swung back southwest to follow the Atlantic shore of the Cape about seven miles to the East-

ern Point breakwater guarding Gloucester Harbor. Rounding the breakwater, it was then a straight shot a bit over a mile to the finish at Pavilion Beach on the downtown Gloucester waterfront. This last mile was into the teeth of the wind once again for the now weary rowers, but the chop was minimal in the short fetch the harbor offered.

Organization was again superb. The Coast Guard and the Gloucester Harbor police patrolled the Annisquam section to keep powerboaters from disrupting the race. Ten picket boats were anchored out around the course and a couple of others patrolled. Anyone who got into any trouble would not lack for immediate assistance. And Geoff Richoń again provided a press boat for club photographer Fred Bodin and myself.

The eleven heats got away at short intervals in the crowded river, Banks dories first, double sliding seat shell last. The battle shaping up between "Nina" and "Liberte" was where the drama was, as the two big ten oared craft plunged and plowed on through the wind chop, with "Nina" slowly taking a small lead. Attention focussed on the two big boats tended to not spot the smaller Pilot gig

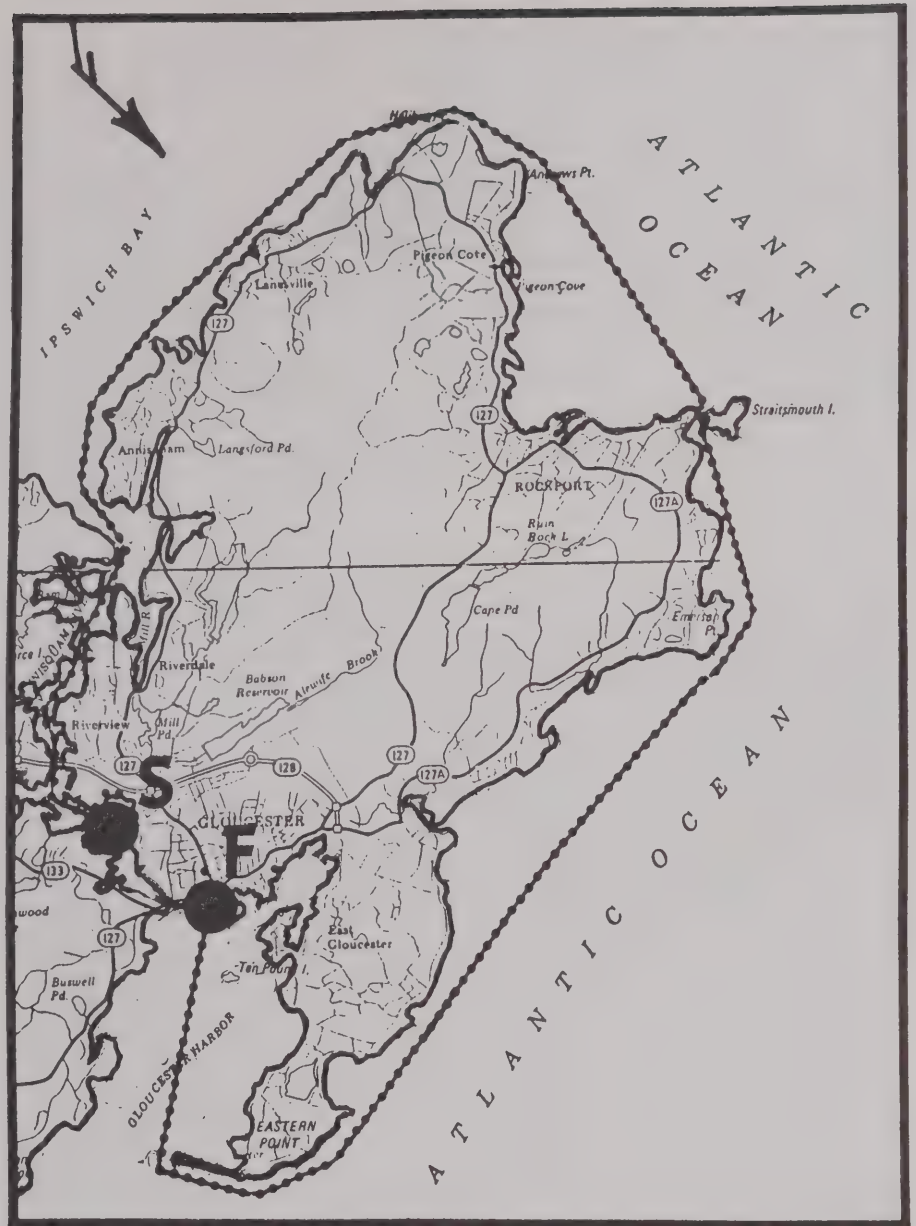
just ahead of them, for Frank Mainville, Andy Parks and Steve Reich were indeed setting the pace for the multi-oared group, pulling on six oars. At Halibut Point, the three were still close, but once around the point and into the lee of the land, "Liberte'" began to overhauled "Nina" and the Pilot gig pulled slowly ahead of both.

Last to start were Tobin Tracy and Phil Tietbohl in their Sea Shell sliding double. Despite the steep chop, the pair steadily overhauled all those who had earlier starting times. By the time they reached the Eastern Point breakwater, only Chris Schulten in an Alden single, who had started three classes ahead of them, was still in front of them, and Chris was home first to the beach once again, repeating his 1988 achievement. When the elapsed times were calculated, the double had the edge by just over three minutes, 2:55:17 vs. 2:58:42. They were the only boats to finish the 20 miles in under three hours.

And what was this finishing in third place overall? A kayak! Doug Bushnell had come all the way over from Buffalo, New York, with his new "Wave Ultra" ocean racing kayak, and here he was windmilling across the harbor ahead of the multi-oared boats, in his narrow 19' speedster, finishing in 3:13:01, scarcely a quarter-hour slower than the double sliding seat shell! His chief competition had been Bill Reagon in a downriver racing kayak, but Bill was unable to match Doug's speed in the longer boat, finishing a bit over seven minutes behind Doug.

Fourth overall, was Jonathan Fisher in a Small Craft Ocean Racer single sliding seat shell, he's in the family that builds the boats in Connecticut. Then came the epic battle of the biggies. Despite their size and heft, the two big ten oared boats came cranking on across the harbor about three minutes apart in 6th and 8th places overall, but the Mainville gig was an equal distance ahead of them. "Liberte'" was going to best the locals in "Nina", much to the dismay of the Gloucester fans, but the three man boat was going to do them both in. Also into the harbor on the final leg at the same time was the brand new Scilly Isles gig "Kittery" built by Dan O'Reilly and friends. For a second outing with an inexperienced crew, the "Kittery" looked good just twenty minutes down in the class and only 12 minutes behind "Nina".

The Hull gig "Liberte'" leads the Gloucester seine boat "Nina" out past Annisquam Light onto Ipswich Bay and it's 15knot northwesterly.





Scott Morrissey's remarkable finish in 4:05:18 in the bulky and heavy Banks dory was worthy of note, there were six of these traditional Gloucester fishermen's craft entered. Anthony Pizzimenti, the postman who won the fixed seat single class last year in his first try at racing in a borrowed dinghy, won again this year in a 15' Gloucester Gull light dory, despite breaking an oar and having to accept a borrowed spare pair from another competitor. And last to complete the entire distance was Carolyn Donnell in her Thayer Livery Whitehall, taking just 7 hours to do the 20 miles. Carolyn received the "Sportsmanship Award" for this display of true grit and determination. Howard Blackburn would have understood her attitude.

There was a memory trip of sorts going on in the race that went unnoticed by most, as a group of friends of the late Mike Stratton teamed up in two crews to row the Shetland Island sixern built by the

Left from the top: The kayak fleet at the start. Friends of the late Mike Stratton in the Shetland Islands sixern row past Thacher Island lights. The "Siren Song" Scilly Isles gig had some male crew. The all-woman crew from Hull and Boston in one of the Hull barges. Below: Anthony Pizzimenti already was using mismatched (in length) oars not far from the start. The "Liberte" bearing down on a smaller competitor.



Rockport Apprenticeship for "Strats" for his dyslexic children program, the Carroll School Bounders. The sixern nearly didn't get there when the shop truck broke down, but Geoff Richon's son took Geoff's truck Friday evening to Maine and hauled the boat down so it could take part. And off Rockport, Geoff shuttled the replacement crew out to the boat, so all who wished to could shared in the experience memorializing the man who had done so much for troubled kids before a brain tumor struck him down in 1987.

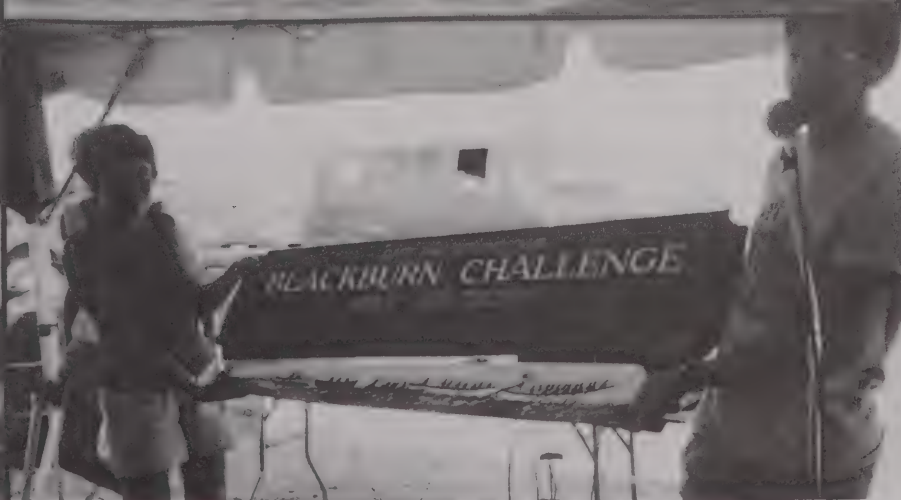
The Blackburn Challenge has established itself in just three years as a major event, there's nothing else like it taking place on the east coast. The combination of long distance, open ocean conditions, and superb organization have made this the race of the year for those within reach. Truly a challenge for stamina and determination in the Howard Blackburn manner.

Report & Photos by Bob Hicks

Right from the top: Doug Bushnell speeds to the finish line in his new "Wave Ultra" ocean racing kayak. Two burly canoeists "drafted" the "Kittery" much of the way. Tim Mayer's Thayer Whitehall only appears to be swamped, it's actually just dropped into a trough. The multi-oar award held by organizers Pat de la Chappelle and John Spencer features a broken oar blade from the 1988 winner, the Gloucester seine boat "Pinta".

Below: The Irish currach approaches Eastern Point Light. In the background behind "Nina", the reason why the town is called "Rockport".

Centerspread overleaf: The battle between the biggies, "Nina" leading "Liberte" with Annisquam light in the background.







ATLANTIC CHALLENGE

Last year's Atlantic Challenge rowing competition held in Brittany never got full coverage by us, we didn't go overseas and had no reporter on the scene. From a couple of participants we did piece together a couple of brief reports on the event last fall.

Now, belatedly, Ed McCabe, who is the moving spirit behind this traditional rowing effort, has supplied us with some copies of articles he did write for the local Hull (MA) newspaper. This one, in particular, catches the essence of the experience, so we're reprinting it herewith, even if nearly a year late. Its message is not dated.



Danes 1st, Hull 2nd but all were winners

By Ed McCabe, Director Hull Lifesaving Museum Rowing Program

For the most part, the Atlantic Challenge was a contest between us and the Danish team, although we also saw head to head action with the French and the Irish.

In almost every round, we were faster than the Danes. It stands to reason – since we had vast wells of experience in the gigs, where theirs was limited to a few days' practice. Their strategy was to ignore the times and go for the 25% of the points for style.

Frankly, our personal dislike of the subjective nature of the events, much like that in figure skating, dictated that we not worry about the style and simply go for broke and let the chips fall where they may.

On the first day we ran the slalom and "man overboard" rowing races with the best times. We were followed closely by the Danes, who also garnered all of the style points, giving them a small lead.

The line throwing and ship to shore transfer was won by the Irish, our crew was second, and yet the Danes' style monopoly kept them in a small lead.

All the time we were racing smaller six-oared D'Abouville yawls in our spare time and sucking up as much of the Festival, with its 200,000 spectators, as possible.

We simply walked away with the rowing portion of the events out around a French Naval destroyer in the bay and back, and a slim lead was ours.

Now we came to the final day of the event – two strong sailing races for which we had worked long and hard, and the sail and oar events. Jim Vaillancourt, a former Hull High rower and skipper of one of our two crews, was to take his crew on what was called a "wind abeam" race in the afternoon, and they stood to just relax and stay out of the sun in the morning.

My crew was supposed to race in a triangular course with one leg under sail, one under oar and the other optional. We had looked forward to this particular challenge all spring and were primed to

compete in the morning event.

With ten minutes to launch, the officials informed us that the oar/sail race had been cancelled due to high winds, and to get on the course for the wind abeam. A frantic rush through the festival crowds failed to raise an entire crew, and a scratch crew left Craig Wolfe at the helm and Jim tending the mainmast crew to assure the safety of all. I crawled onto a nearby cliff to watch with a growing sense of dread.

The boats line up under oar with sails down and I watched a most remarkable scene. The gun went off and there were ten or fifteen seconds where the oars were stowed and the sails started to billow.

The Irish got off to a rather surprising start. Suddenly, the Liberté's sails went up with a vengeance and the boat literally leapt out onto the course. With the exception of a Hobie cat in full flight, I think I have never seen a boat accelerate so fast.

For a full three hundred yards, it looked as though everyone else were anchored and only our little crew was alive. Gusts of wind lay the gig over and dipped a rail in the choppy water. There was the most amazing leap of bodies to counterbalance the boat and yet not loose one iota of speed! and then my eye caught the slow, deadly approach of the Danes.

It should be noted that we had never sailed the Liberté and the Egalité together. There was only one sail rig for the two boats. We used to split the three sails between the boats and practice under half a rig.

All the while, two tenacious women – Pat de la Chappelle and Greta Marston of the Gloucester Sirens, our rowing sisters on the North Shore – labored away at the first sails they had ever sewn, redesigned on a dance floor one hot afternoon by the three of us. I say redesigned because we felt

that the originals were too large and posed a threat to safety, particularly when used by youth crews in the winter.

We reduced the sail size by 30% and now the Danes, using the Egalité, were slowly and inexorably using that 30% to their advantage.

Both boats under straining full sail screamed across the bay, leaving the Irish and the French literally in their wake, and it was clear to those of us on the hilltop that barring a major mistake on someone's part, the Danes would overtake us.

Needless to say, the superb Vikings made no mistakes and we now can discuss the possibility of traveling to Copenhagen for round three. One wag has suggested that if somehow we can maintain a perpetual second place, we can travel all over the world and never have to host a race. I personally think that would be like looking forward to perpetually kissing your sister.

After the dust settled, the director of the entire festival cornered me in a café to apologize profusely for a seemingly endless series of minor problems not mentioned here that culminated in our gigs missing their ship back home.

I frankly was amazed at the job that she had done and assured her that it was "pas de probleme," no problem. I'd gotten quite fluent at that particular phrase by that time.

She asked me if we were pleased with the whole thing. I replied that despite the BS (and after explaining the concept of BS, she immediately adopted it as her watchword), I had one goal for the Museum crews and the people who worked so hard to get to France.

That goal was to have a lifetime experience and to share it with people who understood. It seemed to me that perhaps for the first time we saw where we fit in the larger scheme of things.

Here were 200,000 people who love traditional boats, here were 700 traditional craft of all sort from all over the Atlantic coast gathered in one harbor the size of Windemere. Here were folks whom we've met in the past in our homes who have now shared theirs and folks who wish to do so in the future. The fact that we did all of this in the context of sport, that we had to tap our wit and our will and our muscles and no small measure of our ingenuity, just made it all that much more interesting.

I told her I couldn't really gauge it as we were too close to the event, but I thought perhaps we did a fairly good job of meeting that goal. I must say that from my perspective, the people (particularly the young people of Hull and Roxbury and Southie and Dorchester and Swampscott and Gloucester and Somerville and Charlestown) did themselves and their homes and their families quite proud. ∞

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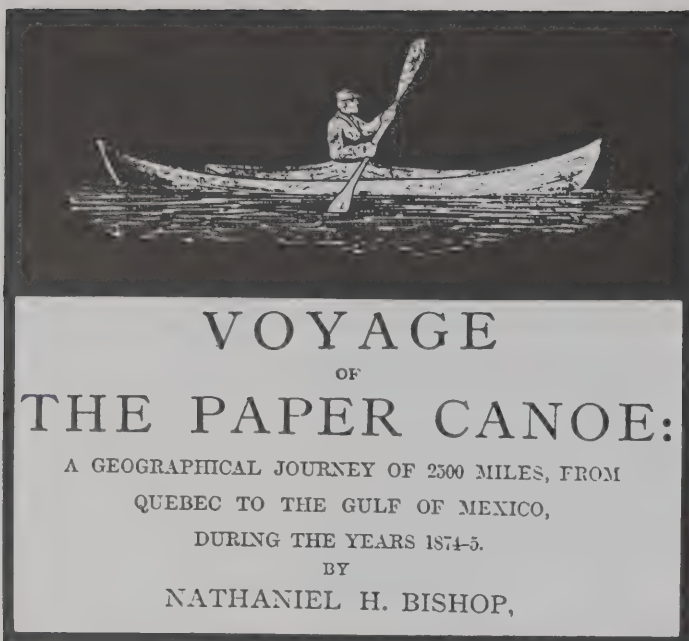
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OF

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A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM

QUEBEC TO THE GULF OF MEXICO,

DURING THE YEARS 1874-5.

BY

NATHANIEL H. BISHOP,

CHAPTER XIII.

FROM THE SAVANNAH RIVER TO FLORIDA.

ROUTE TO THE SEA ISLANDS OF GEORGIA. — STORM-BOUND ON GREEN ISLAND. — OSSABAW ISLAND. — ST. CATHERINE'S SOUND. — SAPELO ISLAND. — THE MUD OF MUD RIVER. — NIGHT IN A NEGRO CABIN.

ON February 24th, the voyage was again resumed. My route lay through the coast islands of Georgia, as far south as the state boundary, Cumberland Sound, and the St. Mary's River. This part of the coast is very interesting, and is beautifully delineated on the Coast Charts No. 56-57 of the United States Coast Survey, which were published the year after my voyage ended.

Steamers run from Savannah through these interesting interior water-ways to the ports of the St. John's River, Florida, and by taking this route the traveller can escape a most uninteresting railroad journey from Savannah to Jacksonville, where sandy soils and pine forests present an uninviting prospect to the eye. A little dredging, in a few places along the steamboat route, should be done at national cost, to make this a more convenient and expeditious tidal route for vessels.

Leaving Greenwich, Bonaventure, and Thunderbolt behind me on the upland, the canoe entered the great marshy district of the coast along the Wilmington and Skiddaway rivers to Skiddaway Narrows, which is a contracted, crooked watercourse connecting the Skiddaway with the Burnside River. The low lands were made picturesque by hammocks, some of which were cultivated.

In leaving the Burnside for the broad Vernon River, as the canoe approached the sea, one of the sudden tempests which frequently vex these coast-waters arose, and drove me to a hammock in the marshes of Green Island, on the left bank and opposite the mouth of the Little Ogeechee River. Green Island has been well cultivated in the past, but is now only the summer home of Mr. Styles, its owner. Two or three families of negroes inhabited the cabins and looked after the property of the absent proprietor.

I waded to my knees in the mud before the canoe could be landed, and, as it stormed all night, I slept on the floor of the humble cot of the negro Echard Holmes, having first treated the household to crackers and coffee. The negroes gathered from other points to examine the canoe, and, hearing that I was from the north, one grizzly old ducky begged me to "carry" his complaints to Washington.

"De goberment," he said, "has been berry good to wees black folks. It gib us our freedom,—all berry well; but dar is an noder ting wees wants; dat is, wees wants General Grant to make tings *stashionary*. De storekeeper gibs a poor nigger only one dollar fur bushel corn, sometimes not so much. Den he makes poor nigger gib him tree dollars fur bag hominy, sometimes more'n dat. Wees wants de goberment to make tings *stashionary*. Make de storekeeper gib black man one dollar and quarter fur de bushel of corn, and make him sell de poor nigger de bag hominy fur much less dan tree dollars. Make all tings *stashionary*. Den dar's one ting more. Tell de goberment to do fur poor ducky 'nodder ting,—make de ole massa say to me, 'You's been good slave in ole times,—*berry* good slave; now I gib you one, two, tree, *five* acres of land for yourself.' Den ole nigger be happy, and massa be happy too; den bof of um bees happy. Hab you a leetle bacca fur dis ole man?"

From the Styles mansion it was but three miles to Ossabaw Sound. Little Don Island and Raccoon Key are in the mouth of the Vernon. Between the two flat islands is a deep passage through which the tides rush with great force; it is called Hell Gate. On the south side of Raccoon Key the Great Ogeechee River pours its strong volume of water into Ossabaw Sound.

I entered the Great Ogeechee through the Don Island passage, and saw sturgeon-fishermen at work with their nets along the shores of Ossabaw, one of the sea islands. Ossabaw Island lies between Ossabaw and St. Catherine's sounds, and is eight miles long and six miles wide. The side towards the sea is firm upland, diversified with glades, while the western portion is principally marshes cut up by numerous creeks. All the sea islands produce the long staple cotton known as sea-island cotton, and before the war a very valuable variety. A few negroes occupy the places abandoned by the proprietor, and eke out a scanty livelihood.

There are many deer in the forests of Ossabaw Island. One of its late proprietors informed me that there must be at least ten thousand wild hogs there, as they have been multiplying for many years, and but few were shot by the negroes. The domestic hog becomes a very shy animal if left to himself for two or three years. The hunter may search for him without a dog almost in vain, though the woods may contain large numbers of these creatures.

The weather was now delightful, and had I possessed a light tent I would not have sought shelter at night in a human habitation anywhere along the route. The malaria which arises from fresh-water sinks in many of the sea islands during the summer months, did not now make camping-out dangerous to the health. Crossing the Great Ogeechee above Middle Marsh Island, I followed the river to the creek called Florida Passage, through which I reached Bear River, with its wide and long reaches, and descended it to St. Catherine's Sound.

Now the sea opened to full view as the canoe crossed the tidal ocean gateway two miles to North Newport River. When four miles up the Newport I entered Johnson's Creek, which flows from North to South Newport rivers. By means of the creek and the South Newport River, my little craft was navigated down to the southern end of St. Catherine's Island to the sound of the same name, and here another inlet was crossed at sunset, and High Point of Sapelo Island was reached.

From among the green trees of the high bluff a mansion, which exhibited the taste of its builder, rose imposingly. This was, however, but one of the many edifices that are tombs of

buried hopes. The proprietor, a northern gentleman, after the war purchased one-third of Sapelo Island for fifty-five thousand dollars in gold. He attempted, as many other enterprising northerners had done, to give the late slave a chance to prove his worth as a freedman to the world.

"Pay the negro wages; treat him as you would treat a white man, and he will reward your confidence with industry and gratitude." So thought and so acted the large-hearted northern colonel. He built a large mansion, engaged his freedmen, paid them for their work, and treated them like *men*. The result was ruin, and simply because he had not paused to consider that the negro had not been *born* a freedman, and that the demoralization of slavery was still upon him. Beside which facts we must also place certain ethnological and moral principles which exist in the pure negro type, and which are entirely overlooked by those philanthropic persons who have rarely, if ever, seen a full-blooded negro, but affect to understand him through his *half*-white brother, the mulatto.

Mud River opened its wide mouth before me as I left the inlet, but the tide was very low, and Mud River is a sticking-point in the passage of the Florida steamers. It became so dark that I was obliged to get near the shore to make a landing. My attempt was made opposite a negro's house which was on a bluff, but the water had receded into the very narrow channel of Mud River, and I was soon stuck fast on a flat. Getting overboard, I sank to my knees in the soft mud. I called for help, and was answered by a tall dorky, who, with a double-barrelled gun, left his house and stood in a threatening manner on the shore. I appealed for help, and said I wished to go ashore. "Den cum de best way you can," he answered in a surly manner. "What duz you want 'bout here, any way? What duz you want on Choc'late Plantation, anyhow?"

I explained to this ugly black that I was a northern man, travelling to see the country, and wished to camp near his house for protection, and promised, if he would aid me to land, that I would convince him of my honest purpose by showing him the contents of my canoe, and would prove to him that I was no enemy to the colored man. I told him of the maps, the letters, and the blankets which were in the little

canoe now so fast in the mud, and what a loss it would be if some marauder, passing on the next high tide, should steal my boat.

The fellow slowly lowered his gun, which had been held in a threatening position, and said:

"Nobody knows his friends in dese times. I'se had a boat stealed by some white man, and spose you was cumin to steal sumting else. Dese folks on de ribber can't be trussed. Dey steals ebryting. Heaps o' bad white men 'bout nowadays sens de war. Steals a nigger's chickens, boats, and ebryting dey lays hands on. Up at de big house on High Pint (norfen gemmin built him, and den got gusted wid cotton-planting and went home) de white folks goes and steals all de

cheers and beds, and ebryting out ob de house.

It was a wearisome and dangerous job for me to navigate the canoe over the soft, slippery mud to the firm shore, as there were unfathomed places in the flats which might engulf or entomb me at any step; but the task was completed, and I stood face to face with the now half tranquillized negro. Before removing the mud that hung upon me to the waist in heavy clods, I showed the darky my chart-case, and explained the object of my mission. He was very intelligent, and, after asking a few questions, said to his son:

"Take dis gun to de house;" and then turning to me, continued: "Dis is de sort ob man I'se am. I'se knows how to treat a friend-like a white man, and I'se can fight wid my knife or my fist or my gun anybody who 'poses on me. Now I'se knows you is a gemmin I'se won't treat you like a nigger. Gib you best I'se got. Cum to de house."

When inside of the house of this resolute black, every attention was paid to my comfort. The cargo of the paper canoe was piled up in one corner of the room. The wife and children sat before the bright fire and listened to the story of my cruise. I doctored the sick pickaninny of my host, and made the family a pot of strong coffee. This negro could read, but he asked me to address a label he wished to attach to a bag of Sea-Island cotton of one hundred and sixty pounds' weight, which he had raised, and was to ship by the steamboat Lizzie Baker to a mercantile house in Savannah.

As I rested upon my blankets, which were spread upon the floor of the only comfortable room in the house, at intervals during the night the large form of the black stole softly in and bent over me to see if I were well covered up, and he as noiselessly piled live-oak sticks upon the dying embers to dry up the dampness which rose from the river.

He brought me a basin of cold water in the morning, and not possessing a towel clean enough for a white man, he insisted that I should use his wife's newly starched calico apron to wipe my face and hands upon. When I offered him money for the night's accommodation and the excellent oyster breakfast that his wife prepared for me, he said: "You may gib my wife whatever pleases you for *her cooking*, but nuffin for de food or de lodgings. I'se no nigger, ef I is a cullud man."

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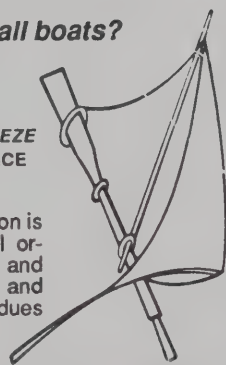
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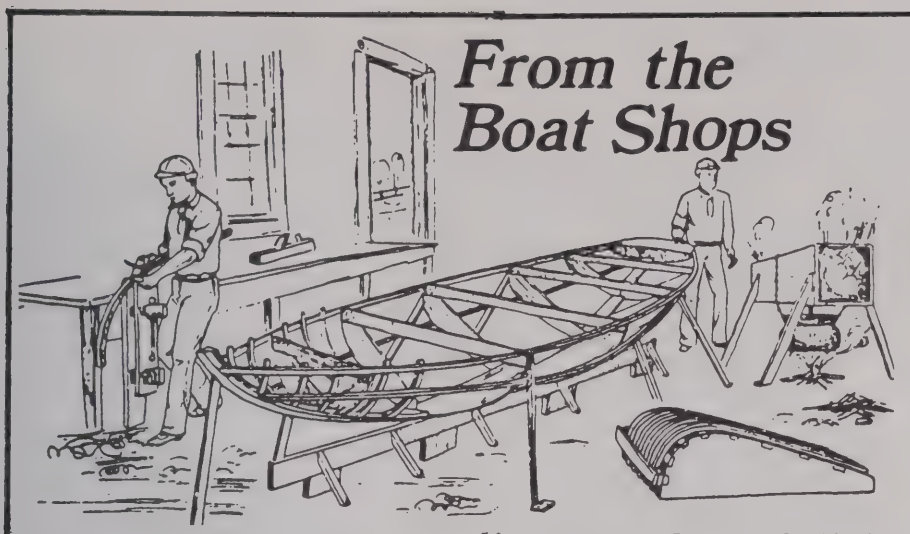
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From the Boat Shops

WHY I'M NOT BUILDING BOATS FULL TIME

There are two sides to this matter of going full time into building small boats for a living, both heavily loaded with good arguments.

Money is a major concern, of course. I am relatively secure in a 21 year partnership with USAir, which offers benefits, guaranteed wages and a job I really enjoy. I have worked my way up in seniority to a responsible position, which has enabled me to enjoy the things I own and do today, including my boat building. There are basically few problems with this relationship.

Boats are something else. There are deep emotional feelings involved; romance, love, lore, history. Any number of terms apply to the invisible bond between a builder and the boat he has created. Watching an infinitely graceful boat being used, and knowing that it only exists because of my efforts, is a feeling that is indescribable and immensely satisfying. It borders on a sensuality. A worker in a boat factory, where boats are done on an assembly line in a few days, cannot experience the bond a builder enjoys with his creation. Every curve, flair or change in shape is firmly etched in his mind, he dreams of how to make the boat better, boats are in his thoughts constantly.

Construction only ends because of monetary necessities. It's almost an anti-climax to finish a boat. It's a loss knowing that I have to stop, even though there is little more that could be done. Starting another boat is an excitement, a rush, a yearning that is only appeased by construction. I only feel at ease building, my family can't understand why a dusty, smelly shop has more appeal than the living room and its TV. As Carl Wallenda said, "to be on the wire is life, the rest is waiting."

That's the plus column.

The other side of this balance

sheet has formidable obstacles. I have enjoyed success in that my boat building as a hobby pays its own way, and I've been able to buy tools and expand my shop while paying off my initial debts. But, my Adirondack Guideboats appeal to only a small segment of the buying public. Knowing that a lull in the economy may interrupt sales, or that a new competitor is enjoying the notoriety of my type of craft, one that I have paid for and worked hard to promote, is a reality that hits hard at the wallet.

If I were injured, either by the power tools or the chemicals necessary in construction, my future would be suddenly sealed.

I know of several people, my wife included, who have made full time businesses from their hobbies. In every instance, the enjoyment of the hobby has been lessened or destroyed by the pressures and responsibilities of the business.

When one starts out as an amateur, building one or two boats for oneself, people are supportive and even offer much incentive. Hardware dealers ship orders quickly, other suppliers ship necessary components on an open account within a week. When one turns professional, these suppliers go through a metamorphosis in my experience. Suddenly, necessary hardware is back ordered, and promises are unfulfilled for months. Turns out that this particular dealer also builds boats and doesn't want to encourage the competition. Result is the necessity of having one's own hardware made up, a considerable expense for patterns, tooling and foundry work. This sets the hook a little deeper, making more sales necessary in order to recoup the initial investment.

Another originally friendly supplier suddenly will no longer accept any orders open account, now that one has possibly given up well paying work in the real world to concentrate on building

boats, one becomes one of those "small boat builders living a day-to-day existence" and not to be trusted for credit. It took me a while to locate a more accommodating supplier in this case.

And my seat supplier viewed my turn to professionalism as a potential meal ticket and arbitrarily added 50% to the price of his products shipped to me. Another vendor was located, and template costs incurred, but finally I had a new more affordable source.

Other builders once friendly now came to view one as an adversary, competing for the business that puts the food on their tables. The friendships cooled, advice was no longer shared, ideas concealed.

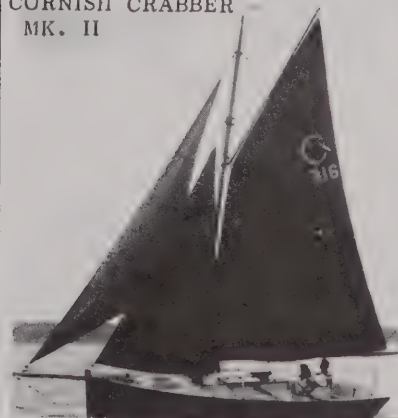
Well, most of these obstacles I have now overcome and I have the best of both jobs; one that is relatively secure and enables me to build boats for fun and not for financial security. I can sell my boats as an enjoyable aspect of building and not as a necessity. Once my growth in volume levels off, the additional income generated can buy the extras. I enjoy being a boat builder as well as an aircraft mechanic and examiner. One job makes the other possible. I think that to have to depend on boat building for a living would ruin the pleasures I now enjoy.

Gardner Callanen, Indian Point Guideboat Co., Midland, PA.

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BOSTON BOATSHOP

We were unable to participate in the "Boatbuilders' Day" at Strawberry Banke in July due to conflicting demands for our presence here at New England Historic Seaport in Charlestown, but we fully support the concept.

We are now in the summer maintenance schedule on the "Spirit of Massachusetts". We finished up another spring boatbuilding class launching another 9' skiff. We have lofted a Monomoy surf boat which we hope to build as soon as we get the added room in the other wing of our building here at the old Navy Yard.

The highlight of our spring was the launching of "Tortoise", a Phil Bolger/Dynamite Payson design. The boat was built here by a group of seventh graders from the Mary E. Curley Middle School in Jamaica Plain. They worked as a group two hours every Thursday for fourteen weeks. On June 5th

"Tortoise" was launched on Jamaica Pond and successfully rowed and sailed by all the students involved. The launching ceremony was an elaborate affair including the entire school singing about how the boat was built. This project would not have been possible without the efforts of their teacher Connie Russell and the Daisy Nells program, "Voyages in Learning".

On August 9th we began a planking class, the goal is to repair some planks on an original Strawberry Banke dory. This boat will then become a part of the Hull Lifesaving Museum rowing program here in the Navy Yard.

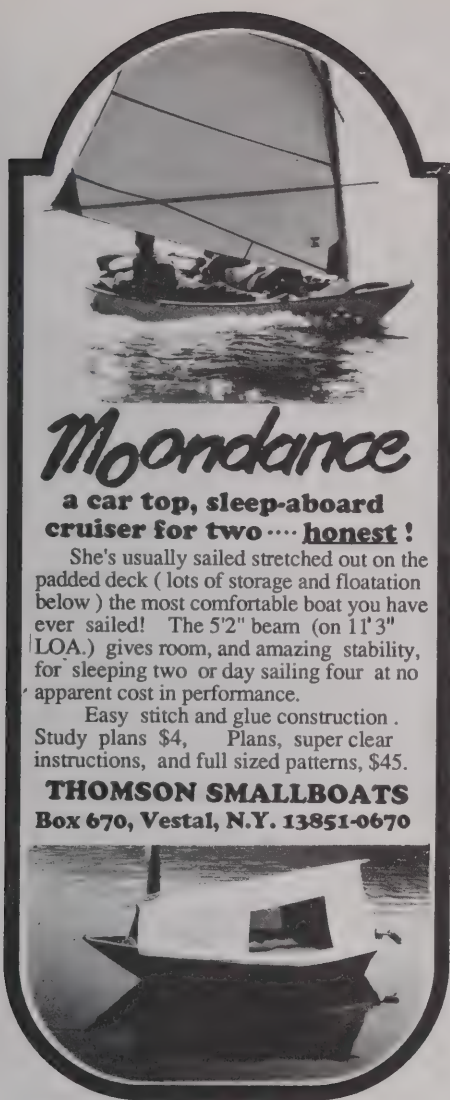
In October, after the "Spirit" is safely headed south for the winter, we will begin our lofting and boatbuilding weekend and evening classes. Anyone interested in these should inquire about the details.

Tony Davis, Boston Boatshop, Bldg. 1, Charlestown Navy Yard, Boston, MA 02129.



Top photo: Tony Davis instructing the builders. Bottom photo: "Tortoise" gets its sea trials.

Plans



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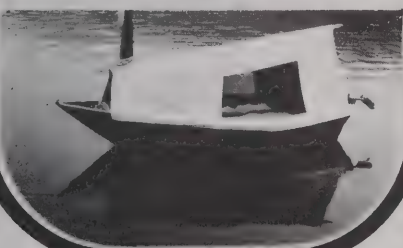
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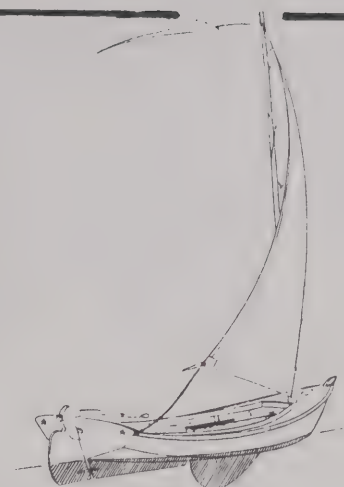
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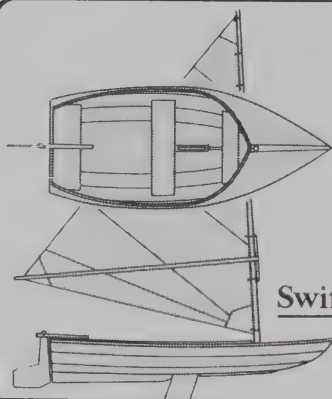
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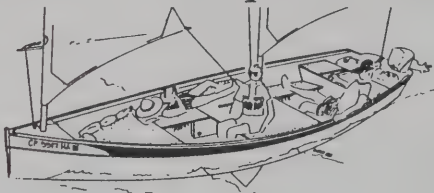
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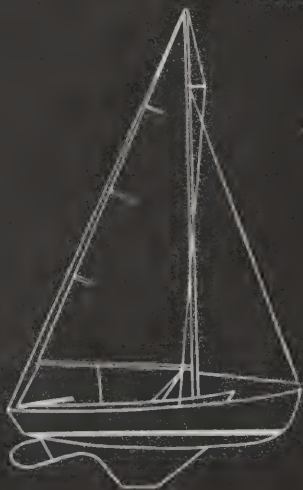
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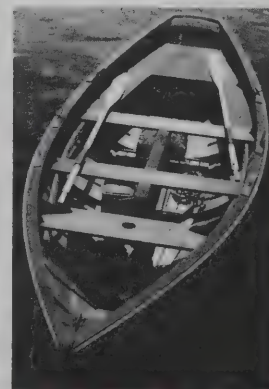
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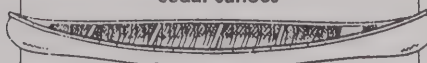
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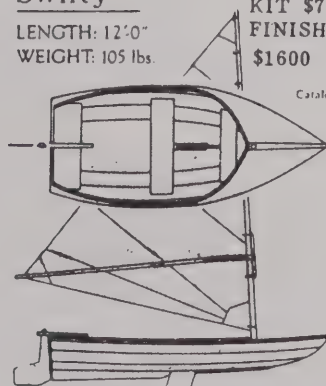
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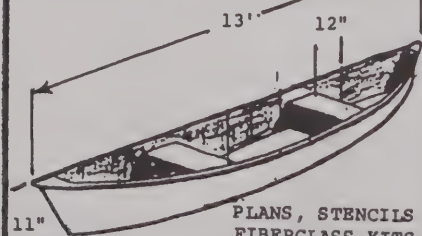
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MAC MC CARTHY, Feather Canoes, 3080 N. Washington Blvd., Sarasota, FL 33580. (TF)

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WANTED. Pen Yan catalogues, ads, etc. showing wood/canvas cartop boats and/or canoes. Originals or copies.


JERRY BAKKE, 872 Walnut St., Muskegon, MI 4944, (616) 755-7528. (10)

WANTED. Information on the "This-tle" class sailboat, I have acquired #1260 and need guidance on rigging and sailing this boat.

KAREN PENCE, 6 Cosby Cir., Greensboro, GA 30642, (404) 467-3338. (10)

WANTED. I've acquired plans for Phil Rhodes' 19' "Kustenjolle", planning to build one, but would first like to see one. Some were built in this country. Does anyone know of one?

JIM BEGGINS, P.O. Box 457, Greenport, NY 1944. (10)



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